

Finding of No Significant Impact

United Department of the Interior
Bureau of Reclamation
Mid-Pacific Region


Central California Area Office
Folsom, California

Mammoth Bar OHV Area Motocross Track Repair

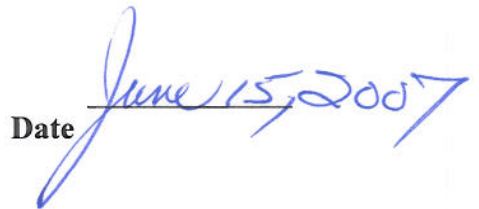
Initial Study/Environmental Assessment

FONSI #2007-1

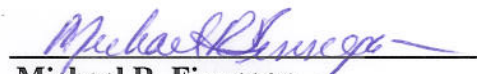
Recommended:


Robert L. Schroeder
Chief, Resource Management Division

Date



Approved:


Michael R. Finnegan
Area Manager,
Central California Area Office

Date



**UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION**
Central California Area Office,
Folsom, California

**Approval by United States for
MAMMOTH BAR OHV AREA
MOTOCROSS TRACK REPAIR
ENVIRONMENTAL ASSESSMENT
Draft Finding of No Significant Impact**

Lead Agency:
U.S. Department of the Interior
Bureau of Reclamation
Central California Area Office
Folsom, California

This Finding of No Significant Impact (FONSI) for the Mammoth Bar OHV Area Motocross Track Repair has been prepared in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, and the Council on Environmental Quality's Regulations for Implementing the Procedural Provisions of NEPA (40 CFR Parts 1500-1508). The Central California Area Office of the Bureau of Reclamation (Reclamation) has found that the Proposed Action would not significantly affect the quality of the environment; therefore, an Environmental Impact Statement (EIS) is not required.

ALTERNATIVES CONSIDERED

The Proposed Action is to implement a remediation plan for the motocross track that would involve minor grading to repair portions of the storm damaged track. The repaired track would be 700 long, would vary between 12 feet and 25 feet wide, and would be no closer than 80 to 100 feet from the ordinary high water mark of the River. It would be contained within the same footprint as the existing motocross track, roughly 3.5 acres, and for the most part existing turns, curves and jumps would be used. The prior 800-foot service road on the west side of the track would be rebuilt by grading existing materials. The realigned service road would be similar in appearance to the former road with no imported materials used. A drainage swale would be incorporated into the project. Willows and forbs that would be disturbed during track repair would be transplanted at the down-stream end of the drainage swale in order to improve the performance of the drainage system and maximize the vegetative buffer. The track repair would take about 7-10 days to complete and would employ a crew of 2-4 persons using a combination of a front loader, small bulldozer, and water truck for dust control.

Under the No Action alternative the MX track would not be repaired and would not be reopened; however, to prevent unauthorized use of the damaged track by OHV users

and possible injury to trespass riders, the damaged track would need to be decommissioned. This decommissioning would consist of removing all of the non-natural features that are currently present on the MX track such as irrigation pipes, sprinkler heads, and the water pump. The materials that comprise the remains of the track (i.e. remaining built up track banks, and jump mounds) would be re-contoured to a condition consistent with the original topography of the gravel bar.

FINDINGS

An Environmental Assessment (EA), distributed for public review in March of 2007, has been prepared to disclose potential environmental impacts pursuant to NEPA. The following discussion identifies why any effects of the Proposed Action are not considered significant.

1. The Proposed Action will have no significant impacts to air quality because the actions will occur in a remote area of Placer County and dust production during the repair work will be controlled by watering as needed during the 7-10 days the repair work is being completed.
2. Reclamation has determined that there will be no effect on biological resources. The location of the Proposed Action has no known occurrences of special status species.
3. Reclamation has determined that there will be no effect on Valley elderberry longhorn beetle (VELB) as Reclamation and CDPR have conducted surveys in 2001, 2003, and 2005 of the Proposed Action location that found no sign of VELB or VELB exit holes. Additionally, all construction activities and OHV use will be at least 100 feet from the drip line of any elderberry shrubs at the MX motocross location. This avoidance measure is consistent with the Conservation Guidelines for the Valley Elderberry Longhorn Beetle (FWS 1999), which states 'Complete avoidance (i.e., no adverse effects) may be assumed when a 100-foot (or wider) buffer is established and maintained around elderberry plants containing stems measuring 1.0 inch or greater in diameter at ground level.'
4. The Proposed Action will have no significant effect on cultural and historic resource because all earth disturbing activities will be restricted to the footprint of original MX track, which has been highly disturbed during its 30 years of operation. Section 106 State Historic Preservation Office consultation and concurrence will be obtained prior to project construction.
5. Under the Proposed Action and the No Action alternative, there will be no significant impact to geology and soils because ground disturbing activities will only occur during dry periods, turbidity/siltation minimization measures will be used (i.e. silt fencing, coir logs, straw bale dikes, or other siltation barriers), and vegetation removal shall be limited to that required to make the track repairs.
6. Under the Proposed Action and No Action alternative, there will be no significant impact from hazardous materials. A toxics inventory survey of the proposed action area was completed in 2005 which identified no hazardous materials in the area; therefore, the repair work would not expose hazardous materials to the public. The potential for fuel spills by the earth moving equipment (dozer) would be minimized through the designation of a refueling station on site and implementation of spill prevention measures.

7. The Proposed Action will have a positive impact on OHV recreation which will result in a significant positive impact to recreation overall. The MX track has not been open since the December 2005/January 2006 floods. The partial replacement of the MX track under the Proposed Action will fulfill a significant OHV recreation demand in this geographic area. The OHV track will accommodate existing recreation needs for OHV use and is consistent with DPR OHV program guidelines.
8. The Proposed Action and the No Action alternative will have no significant effect on hydrology and water quality because ground disturbing activities will only occur during dry periods, turbidity/siltation minimization measures will be used (i.e. silt fencing, coir logs, straw bale dikes, or other siltation barriers), and vegetation removal shall be limited to that required to make the track repairs.
9. The Proposed Action would have no impact on land use and planning as the proposed action would fully comply with the conditions put forward in the settlement agreement between Sierra Club, Friends of the River, Environmental Law Foundation, and CDPR. These conditions include no expansion of OHV uses at Mammoth Bar and a period of operation of Sundays, Mondays, and Thursdays and, for the period of October 1 through March 31, also on Fridays. In addition, decisions regarding long-term land use and planning for Mammoth Bar will be fully analyzed in the upcoming GP/IRMP EIR/EIS.
10. The Proposed Action will not significantly impact scenic resources because the repaired MX Track will be smaller in size than the pre-flood track configuration.
11. The Proposed Action will not significantly impact the noise at the proposed site because the areas are already subjected to noise related to OHV activities and short term construction noise would be added to this noisy environment for only 7-10 days. The MX track is a single-use recreation facility designated only for OHV activities. This single-use is compatible with the historical and existing use of the area.
12. The Proposed Action would increase the quality and availability of OHV recreation at the site which is currently operated as an OHV recreation area.
13. Road improvements under the Proposed Action will have a positive impact on transportation and traffic by improving emergency vehicle access.
14. Under the Proposed Action or the No Action alternative there are no effects to environmental justice. No disproportionately high or adverse environmental or human health effects on minority or low-income communities have been identified for either the proposed alternative or the No Action alternative at the Mammoth Bar OHV Area.
15. Under the Proposed Action or the No Action alternative, there are no effects to Indian Trust Assets. There are no Indian trust assets in the ASRA and the nearest Indian trust assets are located at the Old Auburn Rancheria, about 5 ½ miles southwest of Mammoth Bar, in NW1/4, SE1/4 Section 21, T12N, R8E.
16. There will be no significant cumulative impacts from the Proposed Action since this project does not exceed the original MX track footprint. The MX track will be a partial reconstruction of the original track.

CONCLUSIONS

Reclamation has fully evaluated the information and analysis contained in the EA for the Mammoth Bar motocross track repair and use as summarized above. On the basis of these considerations, Reclamation has determined that the EA adequately and accurately addresses the environmental issues and impacts of the Proposed Action and finds that the Proposed Action is not a major federal action that will significantly impact the quality of the human environment. Therefore, an EIS is not required and will not be prepared for this project, based on the fact that there will be no long-term adverse impacts on the human environment resulting from the Mammoth Bar motocross track repair and use.